Counting Visits Is Not Counting Value

The Missing Half of Alaska’s Recreation Story

The Alaska Outdoor Alliance recently published *Nearly 8 Million Visits*, highlighting new federal recreation-visitation data for Alaska. The article reports approximately 7.85 million visits to federally administered lands and waters during fiscal year 2024, along with approximately 16.7 million recorded activity participations.

The numbers are significant, and the article appropriately acknowledges several important limitations: visits are not unique individuals, activities can overlap, agency reporting methods vary, some activities are not recorded, and the figures are not an economic-impact analysis.

Those limitations matter.

At first glance, the activity totals can make motorized use appear to represent only a small portion of Alaska's outdoor landscape. OHV use, for example, is shown at approximately 85,000 participations, or roughly 0.5 percent of reported activity.

But the data do not establish that only 0.5 percent of recreation depends upon motorized access.

The federal report identifies broad activities. It does not fully identify the transportation that made those activities possible, nor does it show how much hunting, fishing, trapping, camping, sightseeing, gathering, and other activity may depend upon ATVs, snowmachines, motorboats, aircraft, four-wheel-drive vehicles, or other motorized means.

That missing context matters when recreation statistics begin influencing decisions about Alaska's public lands.

The Activity Is Not Always the Means of Access

One of the biggest problems with broad recreation statistics is that they often tell us what activity a person was doing, but not how that person reached or carried out that activity.

An Alaska resident may be counted as hunting even though the trip depended on an ATV. A trapper may be counted under trapping while using a snowmachine. A fisherman may be counted under fishing while relying on a motorboat. A camper may be counted under camping even though a UTV or four-wheel-drive vehicle provided the practical access.

In those cases, the motorized vehicle is not necessarily the recreation itself. It is the transportation supporting another activity.

Our comprehensive assessment describes this as **utilitarian motorized use**—motorized transportation used for access, hauling, retrieval, safety, or support of another activity rather than operation of the machine being the primary recreation.

The current data do not connect the same outing to its primary activity, transportation mode, function of the machine, and land being used. As a result, someone can remain visible statistically as a hunter, fisherman, trapper, camper, or sightseer while the motorized transportation supporting that activity is not separately visible as motorized use.

That is why the reported 0.5 percent OHV share should not be interpreted to mean that only 0.5 percent of federal recreation depended upon motorized access.

It shows only the share of reported activity participations specifically placed in the OHV use category.

Those are two very different things.

Sightseeing Is Not a Transportation Classification

The same problem appears at the other end of the activity table.

Sightseeing represents approximately 43.5 percent of reported activity participation, while hiking, walking, and running account for another 18.1 percent. But sightseeing tells us what someone was doing, not how they got there.

A person may view scenery or wildlife from a vehicle, vessel, aircraft, bus, developed facility, motorized route, or hiking trail. Camping, fishing, hunting, and nature study can likewise involve multiple forms of transportation.

Much of the activity table therefore cannot be cleanly divided into a large “nonmotorized” majority and a small “motorized” minority. The transportation component is simply unresolved.

There is also an important difference between statewide federal visitation and use of a particular land-management system. BLM accounted for approximately 809,910 of the nearly eight million reported federal visits, about 10.3 percent of the total.

The statewide figures therefore cannot, by themselves, establish how people access BLM lands or whether a particular BLM route or area should be managed as motorized or nonmotorized.

The Economic Picture Looks Very Different

Participation counts do not measure economic contribution.

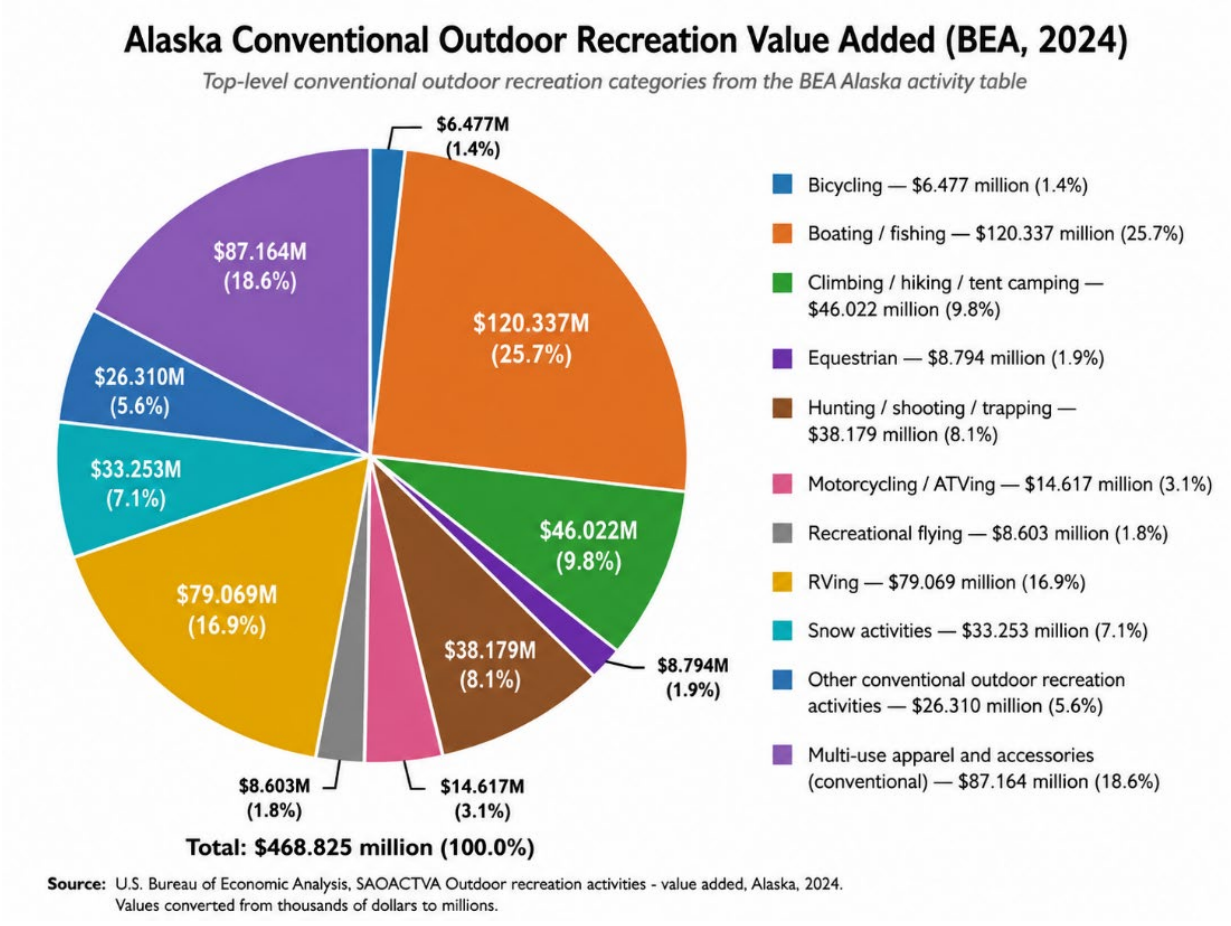
The Bureau of Economic Analysis estimates that Alaska outdoor recreation generated approximately $3.8 billion in value added during 2024. That total extends well beyond the

individual recreation activities shown in the chart below. BEA separates the economy into conventional outdoor-recreation activities, other outdoor recreation, and a much larger supporting economy that includes travel, transportation, lodging, food, construction, and government activity.

Approximately $468.8 million of the total is attributed to BEA's conventional outdoor-recreation activities. We focus first on this portion because it is where BEA identifies individual activities such as Motorcycling/ATVing, RVing, recreational flying, hunting, boating and fishing, hiking, and snow activities.

The remaining outdoor-recreation economy is not being excluded from consideration. It falls within BEA's other and supporting outdoor-recreation categories, but the available data do not provide a reliable way to divide those dollars between motorized and nonmotorized users without introducing additional assumptions or risking double counting.

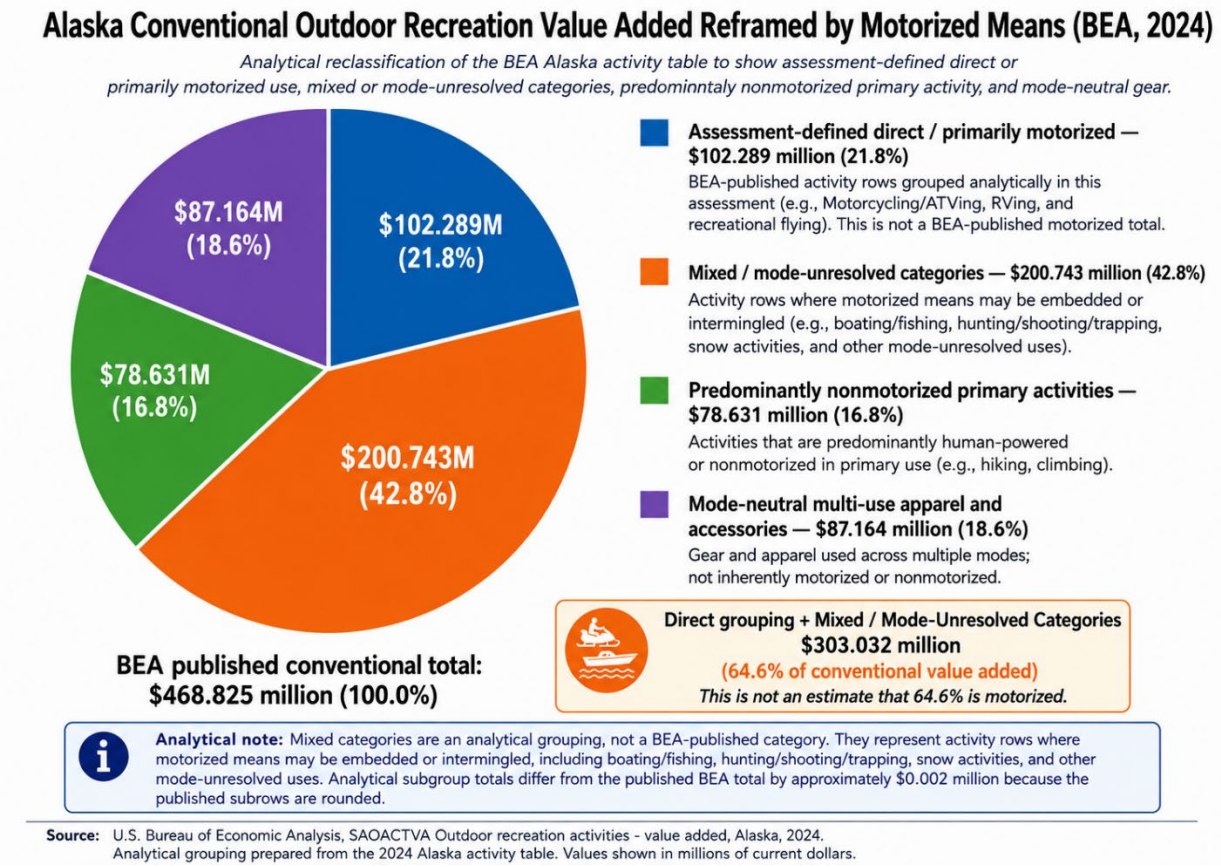
The first chart below shows the $468.8 million conventional-recreation portion using the activity categories published in BEA's Alaska table.



Viewed strictly by activity label, Motorcycling/ATVing accounts for $14.6 million, or about 3.1 percent of conventional outdoor-recreation value added.

Motorcycling/ATVing is not the only BEA category associated with motorized recreation. BEA separately reports $79.1 million for RVing and $8.6 million for recreational flying. For purposes of this assessment, those three published rows are grouped together as direct or primarily motorized, totaling approximately $102.3 million, or 21.8 percent of conventional outdoor-recreation value added. The underlying dollar values are published by BEA; the combined motorized grouping is an analytical classification used in this assessment.

The second chart reorganizes the same $468.8 million BEA total according to what the underlying activity categories actually tell us about transportation.



This comparison reveals the larger issue.

Under this assessment's classification, approximately 21.8 percent is grouped as direct or primarily motorized. Another 42.8 percent falls within mixed or mode-unresolved activities where motorized means may be embedded but cannot be isolated from the BEA table alone. The remaining conventional value consists of activities we classified as predominantly nonmotorized primary activities and multi-use equipment that cannot reasonably be assigned to either side.

The mixed portion should not be treated as entirely motorized. But it should not automatically be treated as nonmotorized either.

BEA's own table illustrates why. Boating and fishing contain several different forms of activity, including canoeing and kayaking, fishing apart from boating, sailing, and other boating. Snowmobiling is included within BEA's broader “Other snow activities” category alongside dog mushing, sleighing, snowshoeing, and snow tubing. Hunting, shooting, and trapping are reported economically, but the table does not identify what transportation was used to reach or conduct those activities.

That is the distinction these two charts are intended to show.

The $14.6 million Motorcycling/ATVing row is not a measure of Alaska's entire motorized outdoor-recreation economy. For purposes of this assessment, the Motorcycling/ATVing, RVing, and recreational-flying rows are grouped as direct or primarily motorized, totaling approximately $102.3 million. Beyond that assessment-defined grouping lies a substantial portion of conventional economic activity for which the motorized component remains unresolved.

It would be incorrect to assign all of that unresolved value to motorized users.

It would be equally incorrect to assign it all to the nonmotorized side.

The BEA data do not support either extreme.

Estimating the Unresolved Motorized Share

Because BEA does not publish a definitive motorized-versus-nonmotorized split within its conventional outdoor-recreation activities, our assessment tested how much of the unresolved portion could plausibly be connected to motorized means.

The analysis begins with the directly identifiable motorized categories and then applies disclosed low, central, and high assumptions to the mixed or mode-unresolved components within boating and fishing, hunting and trapping, shooting and archery, snow activities, other air and land activities, and other water activities.

That analysis produced a motorized-linked range of approximately 35.8 to 52.4 percent of BEA’s $468.8 million conventional outdoor-recreation value added, with a central scenario of approximately 44.3 percent.

That range is not an official BEA statistic. It does not mean that 44 percent of BLM visitors are motorized, nor does it mean that 44 percent of Alaska’s entire outdoor-recreation economy is motorized.

What it demonstrates is that the motorized component embedded within BEA’s mixed conventional-recreation categories may be substantial, and that looking only at the $14.6 million Motorcycling/ATVing row can materially understate the economic role of motorized means.

Just as importantly, this model does not attempt to divide Alaska’s much larger supporting outdoor-recreation economy between motorized and nonmotorized users. BEA reports

approximately $2.73 billion in supporting outdoor-recreation value that includes travel, transportation, lodging, food, shopping, construction, and government activity.

Motorized users clearly contribute to that supporting economy, but the available BEA data do not provide a reliable way to assign those dollars back to individual recreation modes without introducing additional assumptions or risking double counting.

For that reason, the 35.8 to 52.4 percent range should be understood only as an estimate within the conventional-recreation portion of the BEA data, not as a ceiling on the role motorized means may play across Alaska's full $3.8 billion outdoor-recreation economy.

A Smaller Count Can Still Represent a Major Economic Interest

The purpose of this analysis is not to claim that one motorized user is more important than one nonmotorized user.

Alaskans should not be valued according to the price of their equipment or the amount they spend during an outing.

The point is that participation share and economic share are not the same thing.

A lower-volume activity may generate substantial spending on vehicles, fuel, trailers, repairs, maintenance, transportation, guides, lodging, food, equipment, and rural services. A higher-volume activity may involve far less spending per participation.

Therefore, a small-looking OHV percentage cannot be used as a proxy for the motorized community's economic contribution.

It also cannot be used as a proxy for cultural importance, transportation need, traditional access, or the number of other activities dependent upon motorized means.

The existing datasets do not support a precise statement that one motorized person equals a fixed number of nonmotorized people. They do not consistently identify unique individuals, repeat visits, complete trip spending, transportation modes, or the jurisdiction where the outing occurred.

What the evidence does establish is that participation counts and economic value measure fundamentally different things. The existing datasets therefore do not support using a small OHV activity-participation percentage as a proxy for the economic contribution associated with motorized recreation and access.

That is the perspective missing when recreation is presented primarily through headcounts.

Why the Incomplete Picture Matters

The Alaska Outdoor Alliance article states that the federal data can help inform decisions involving trails, public access, transportation, maintenance, staffing, facilities, and stewardship.

That is exactly why the limitations must be understood.

A statistic initially published as an activity estimate can later appear in agency presentations, planning documents, public comments, grant applications, and legislative discussions. As the number is repeated, its original limitations may be forgotten.

The reported 0.5 percent OHV figure could eventually be presented as evidence that motorized users are an insignificant minority.

Large sightseeing and walking figures could be presented as evidence of overwhelming nonmotorized demand.

Those impressions could influence which routes are maintained, which trail systems are funded, which activities are prioritized, and which lands are proposed for motorized restrictions or nonmotorized designations.

An incomplete statistical picture does not have to contain inaccurate numbers to influence public policy.

A number may be technically accurate within its narrow definition while still being used to support a conclusion it was never designed to prove.

The result can be a public record in which the motorized community appears smaller, less economically significant, and less connected to other forms of recreation than the available data can actually establish.

That is potentially detrimental not only to recreational riders but also to hunters, anglers, trappers, campers, gatherers, cabin users, and ordinary residents who rely on motorized transportation for practical access.

This Is About Balance, Not Opposition

This is not an argument against hiking, bicycling, skiing, paddling, walking, or other nonmotorized recreation.

Alaska should provide meaningful opportunities for all of those activities.

The concern is that the growth of nonmotorized recreation should not require the motorized community's cultural, economic, and practical role to be minimized.

Motorized transportation is part of Alaska's identity because Alaska is different from most of the country. Vast areas have little or no ordinary road access. Travel and transportation are integral to a wide range of activities occurring on Alaska's public lands.

In that setting, an ATV, snowmachine, boat, or aircraft is often not simply a recreational luxury.

It is access infrastructure.

It connects people to hunting areas, fishing waters, traplines, cabins, camps, remote property, gathering locations, and communities.

A statistical system that identifies the destination activity but does not identify the supporting transportation can obscure that relationship in the statistical record.

Alaska Needs the Full Story

Before recreation statistics are used to support land designations, route restrictions, access changes, or major funding decisions, agencies should examine the complete outing.

That means identifying the primary purpose of the trip, every transportation mode used, the function of each motorized vehicle, the land jurisdictions crossed, the frequency and distance of use, and the economic activity associated with the trip.

Those variables would distinguish an ATV ride taken purely for recreation from an ATV trip supporting a hunt. They would distinguish an activity reached entirely on foot from one made possible by a motorized route. They would also separate broad statewide tourism and visitation figures from the actual transportation needs of people using a particular BLM area.

The Alaska Outdoor Alliance article provides one part of Alaska’s recreation story.

It shows that Alaska’s federally administered lands and waters receive millions of visits and support a wide range of activities.

But it does not show the full extent to which those activities depend upon motorized transportation.

It does not measure the economic importance of different users.

It does not establish a motorized-versus-nonmotorized split.

And it should not be treated as a management verdict on which forms of access Alaska should preserve.

Users whose activities depend on motorized access do not disappear simply because a statistical table records the activity without identifying the transportation that made it possible.

The public record, and the public-land decisions built upon it, should reflect the complete reality.

Counting visits is not counting value.

Counting the activity is not counting the access.

And an incomplete count should never become the justification for restricting a use it did not fully measure.

Source Links & Verification Guide

Counting Visits Is Not Counting Value: The Missing Half of Alaska's Recreation Story

Primary web sources referenced in the article and economic analysis

Primary Sources

1. Alaska Outdoor Alliance - “Nearly 8 Million Visits”

The article being analyzed. It contains the Alaska-specific aggregation of FY2024 federal visits and activity participations, including the reported OHV, sightseeing, hiking/walking/running, and BLM figures.

https://www.alaskaoutdooralliance.org/post/nearly-8-million-visits

2. U.S. Department of the Interior - Interagency Recreation Visitation Data Report release

Official federal announcement for the first Interagency Recreation Visitation Data Report. The page links to the federal report/data source and explains the interagency reporting framework under the EXPLORE Act.

https://www.doi.gov/pressreleases/interior-releases-first-ever-interagency-recreation-visitation-report-and-announces

3. Recreation Information Database (RIDB) - federal visitation data landing page

Official Recreation.gov/RIDB access point for Section 132(f) EXPLORE Act historical visitation data. Use this as the federal data portal for the FY2024 interagency visitation material.

https://ridb.recreation.gov/

4. U.S. Bureau of Economic Analysis - Outdoor Recreation, 2024

BEA landing page for Outdoor Recreation Economic Statistics, U.S. and States, 2024. It provides the current release, state-level data, interactive tables, methodology, FAQs, and downloadable files.

https://www.bea.gov/data/special-topics/outdoor-recreation

5. BEA 2024 News Release - Outdoor Recreation Economic Statistics, U.S. and States

Official 2024 release explaining BEA's three broad activity groups: conventional outdoor recreation, other outdoor recreation, and supporting outdoor recreation.

https://www.bea.gov/news/2026/outdoor-recreation-economic-statistics-us-and-states-2024

6. BEA State-Level 2024 Data Workbook (XLSX)

Direct state-level workbook used to verify Alaska values. For the detailed activity analysis, locate the outdoor-recreation activity/value-added table and use Alaska, 2024 (the article uses the SAOACTVA value-added activity data).

https://www.bea.gov/sites/default/files/2026-03/ores0326-state.xlsx

7. BEA Full 2024 Release & Tables (PDF)

Downloadable BEA release and tables for the 2024 outdoor-recreation statistics.

https://www.bea.gov/sites/default/files/2026-03/ores0326.pdf

8. BEA Outdoor Recreation Satellite Account Methodology

BEA methodology documentation for how outdoor-recreation economic statistics are constructed and tied to national accounting concepts.

https://www.bea.gov/resources/methodologies/outdoor-recreation-satellite-account-methodology

Quick verification path

Federal visitation: start with the DOI release, open the interagency report/data link, and compare the Alaska entries in the federal tables with the Alaska Outdoor Alliance aggregation. **BEA economics:** open the State-Level XLSX, locate the activity/value-added table, select Alaska and 2024, and verify the conventional, other, supporting, and individual activity values. **Important:** the article's 35.8-52.4% range and 44.3% central estimate are an author-developed scenario analysis of the BEA conventional-recreation data; they are not official BEA or federal visitation statistics and should be accompanied by a separate methodology appendix.

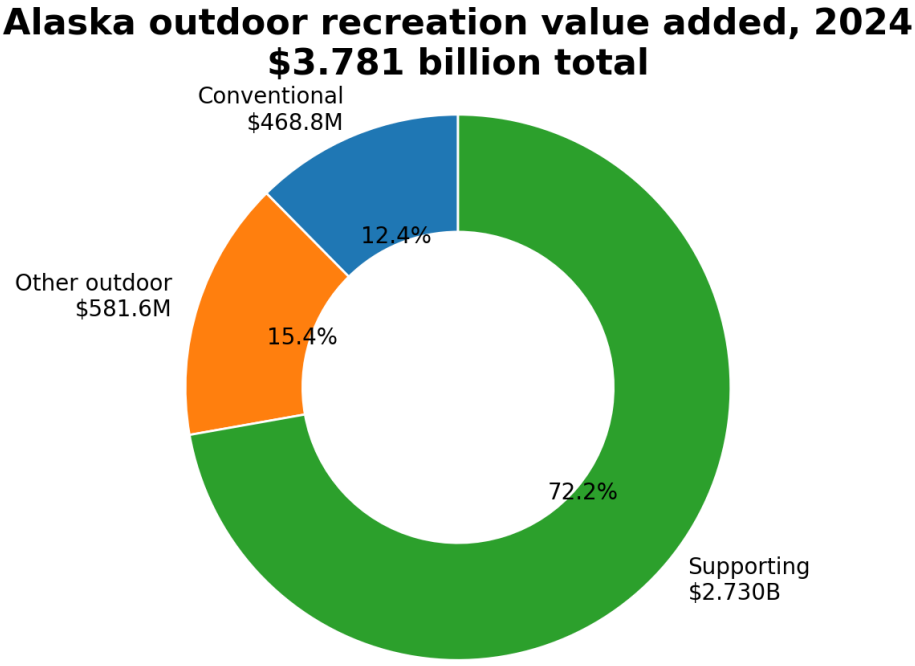
Links verified August 26, 2026. URLs are shown in full so the page remains useful in print; links are also clickable in the PDF.

Alaska Motorized Means Economic Assessment

Comprehensive revision based on the actual 2024 Alaska BEA SAOACTVA activity table and its published subcategory values

$3.781B	$468.8M	$102.3M	$200.7M	44.3%
Total Alaska outdoor recreation value added	Conventional recreation value added	Assessment-defined direct / primarily motorized grouping	Mixed / mode-unresolved conventional value	Central modeled motorized-linked share

Primary source: U.S. Bureau of Economic Analysis, “SAOACTVA Outdoor recreation activities - value added,” Alaska, 2024. The uploaded table reports values in thousands of current dollars and was last updated March 5, 2026.



Source: U.S. BEA SAOACTVA Alaska 2024 table. Dollars are current-dollar value added.

Figure 1. The complete 2024 Alaska outdoor recreation economy. The motorized scenario model in this report is built within the $468.825M conventional category; guided and supporting values are analyzed separately to avoid double counting.

Executive summary

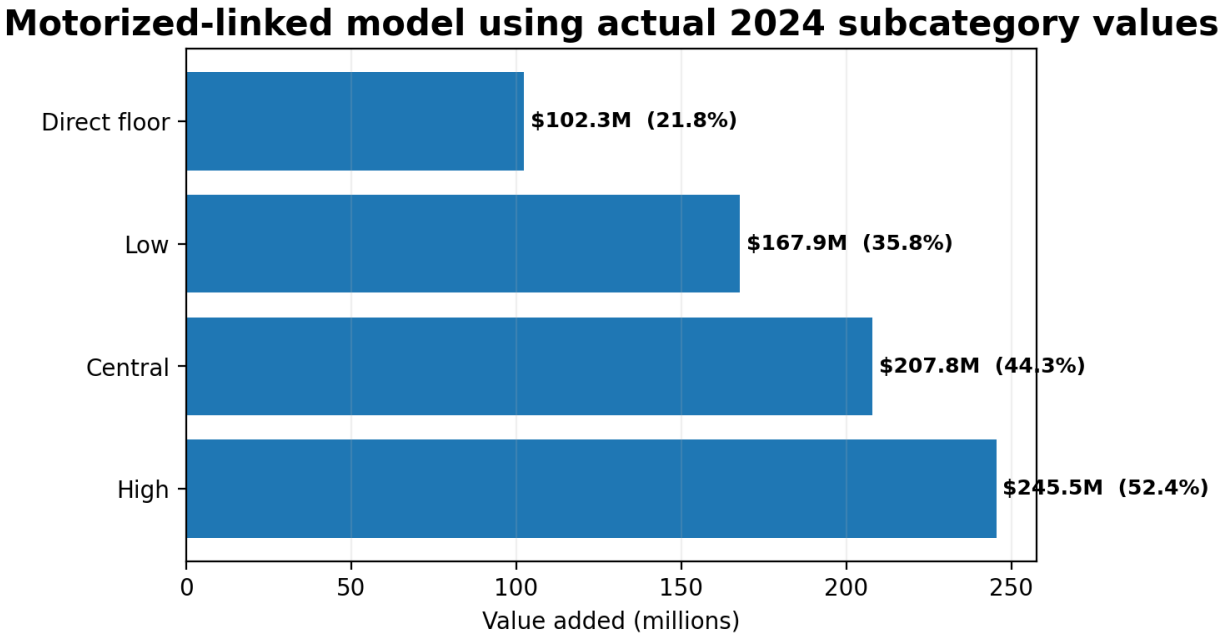
This revision makes the uploaded 2024 Alaska SAOACTVA table the controlling numerical dataset for the comprehensive analysis. Earlier versions relied on 2024 top-level values but used historical ratios for several subcategories. That is no longer necessary because the uploaded table supplies actual 2024 Alaska values for Other boating, Fishing excluding boating, Hunting/trapping, Shooting/archery, Other snow, Other conventional air/land, and Other conventional water.

Assessment-defined direct/primarily motorized grouping. Motorcycling/ATVing ($14.617M), Recreational flying ($8.603M), and RVing ($79.069M) are grouped in this assessment as direct or primarily motorized, totaling $102.289M, or 21.8% of conventional value added. The underlying rows and dollar values are published by BEA; the combined motorized grouping is an analytical classification used in this assessment.

Actual 2024 mixed/mode-unresolved pool. Using the table's detailed subrows rather than historical proxies produces **$200.743M**, or **42.8%** of conventional value, in categories where motorized and nonmotorized functions are not cleanly segregated by the published activity labels.

Central analytical scenario. Applying transparent scenario assumptions to those actual 2024 mixed rows produces a central motorized-linked scenario of **$207.8M**, or **44.3%** of conventional value. The low and high scenarios are $167.9M (35.8%) and $245.5M (52.4%).

What this does not claim. The modeled percentage is not a BEA-published motorized share, not a participation rate, and not a BLM-specific use percentage. It is an analytical estimate that makes the classification uncertainty visible.



Central model: $207.8M, or 44.3% of conventional value added. High scenario reaches 52.4%.

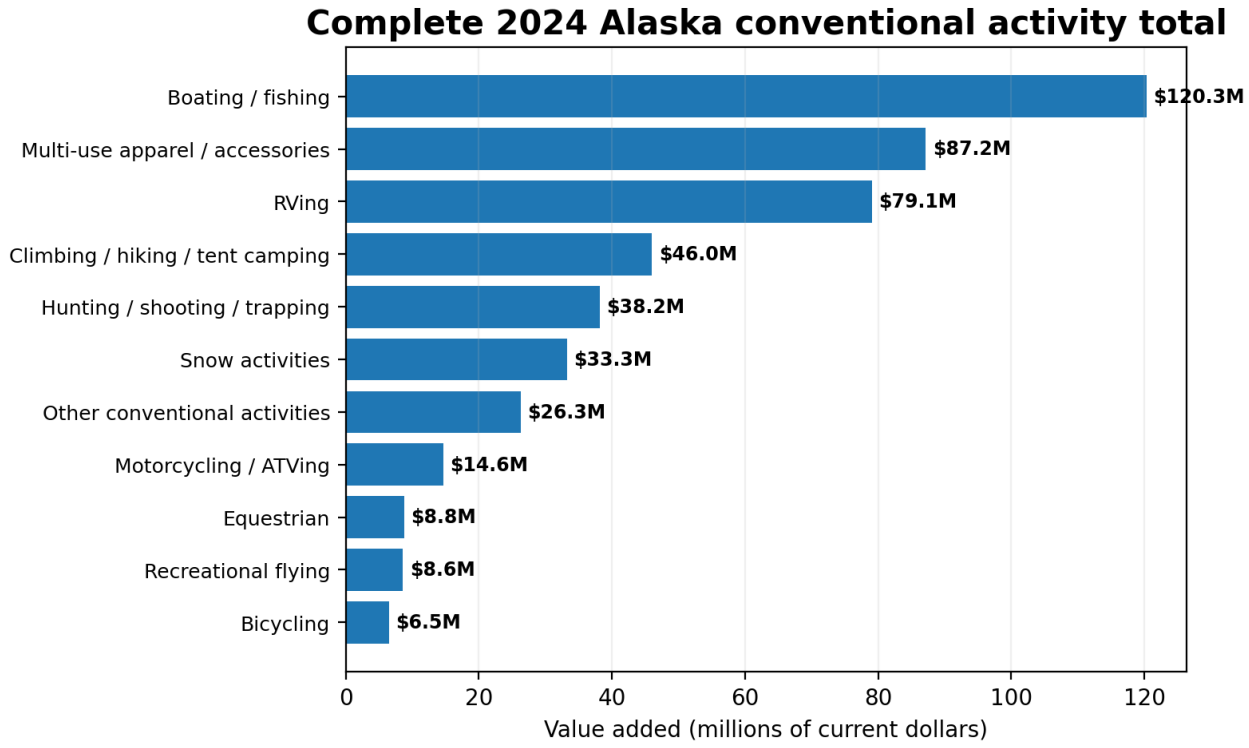
Figure 2. Updated model results using the actual 2024 Alaska subcategory values from the uploaded table.

1. What the 2024 government table actually reports

The source table reports economic activity associated with outdoor recreation spending and production in Alaska. The table uses current-dollar value added, not user counts, trip counts, trail-mile use, or transportation-mode shares. It classifies economic value by activity categories.

Published measure	2024 Alaska value	Role in this report
Total outdoor recreation activities	$3,780.503M	Whole-economy context
Total core outdoor recreation activities	$1,050.457M	Core activity context
Conventional outdoor recreation activities	$468.825M	Primary denominator for motorized scenario model
Other outdoor recreation	$581.632M	Analyzed separately
Supporting outdoor recreation	$2,730.046M	Analyzed separately; no mode allocation published

The key methodological limitation for this motorized-use inquiry is that the state table does not provide a crosswalk from activity purpose to transportation/access mode. A hunter can use an ATV, a trapper can use a snowmachine, an angler can use a powered boat or road vehicle, and a guided visitor can travel by aircraft or vessel without the table publishing a separate “utilitarian motorized means” row.



These published categories sum to the BEA conventional total of $468.825M.

Figure 3. Every top-level conventional activity category in the uploaded 2024 Alaska table.

2. Reclassifying the actual 2024 conventional rows

The table now allows a cleaner four-part analytical reclassification. This reclassification does not alter the BEA numbers; it only groups the published rows according to what can and cannot be said about motorized means.

Analytical group	Included 2024 rows	Value	Share of conventional
Assessment-defined direct / primarily motorized	Motorcycling/ATVing; Recreational flying; RVing	$102.289M	21.8%
predominantly non-motorized primary activity	Bicycling; Canoe/kayak; Sailing; Climbing/hiking/tent camping; Equestrian; Skiing/snowboarding	$78.631M	16.8%
Mixed / mode-unresolved	Other boating; Fishing excl. boating; Hunting/trapping; Shooting/archery; Other snow; Other air/land; Other water	$200.743M	42.8%
Mode-neutral / not allocated	Multi-use apparel & accessories (conventional)	$87.164M	18.6%

Because published subrows are rounded to thousands, the analytical groups differ from the $468.825M total by approximately $-0.002M. The BEA table itself cautions that estimates may not add to totals due to rounding.

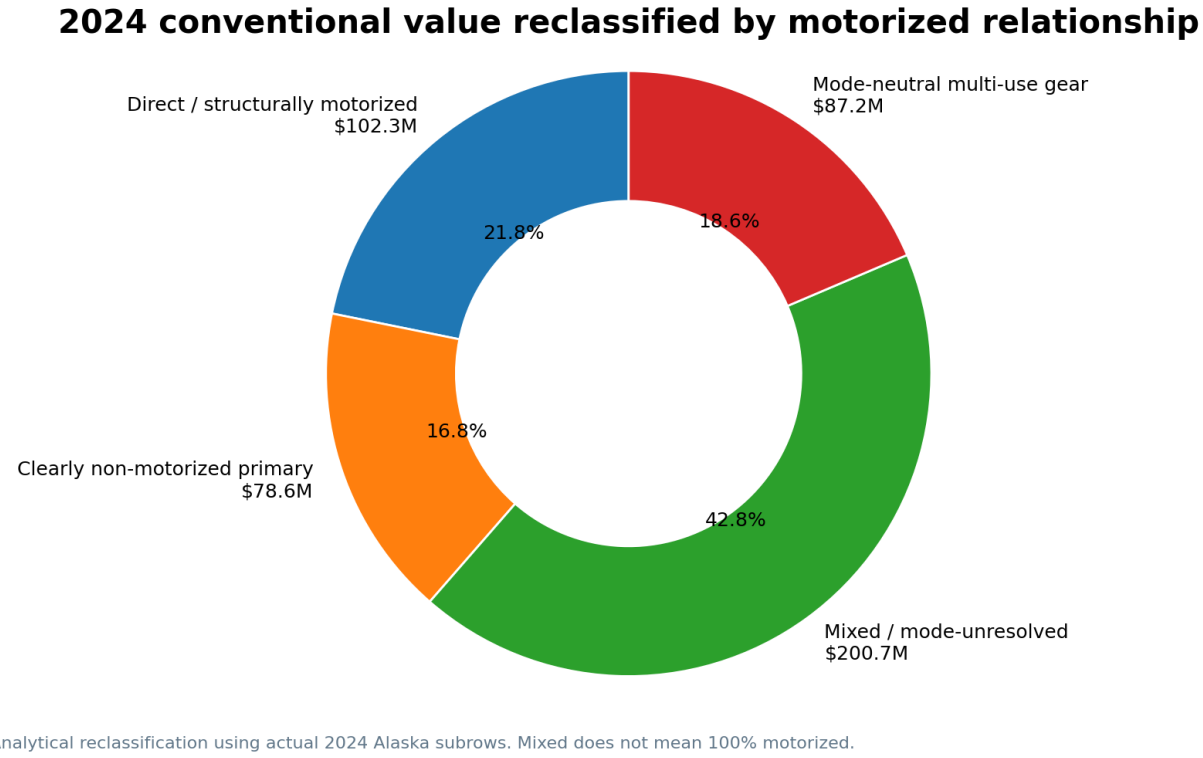
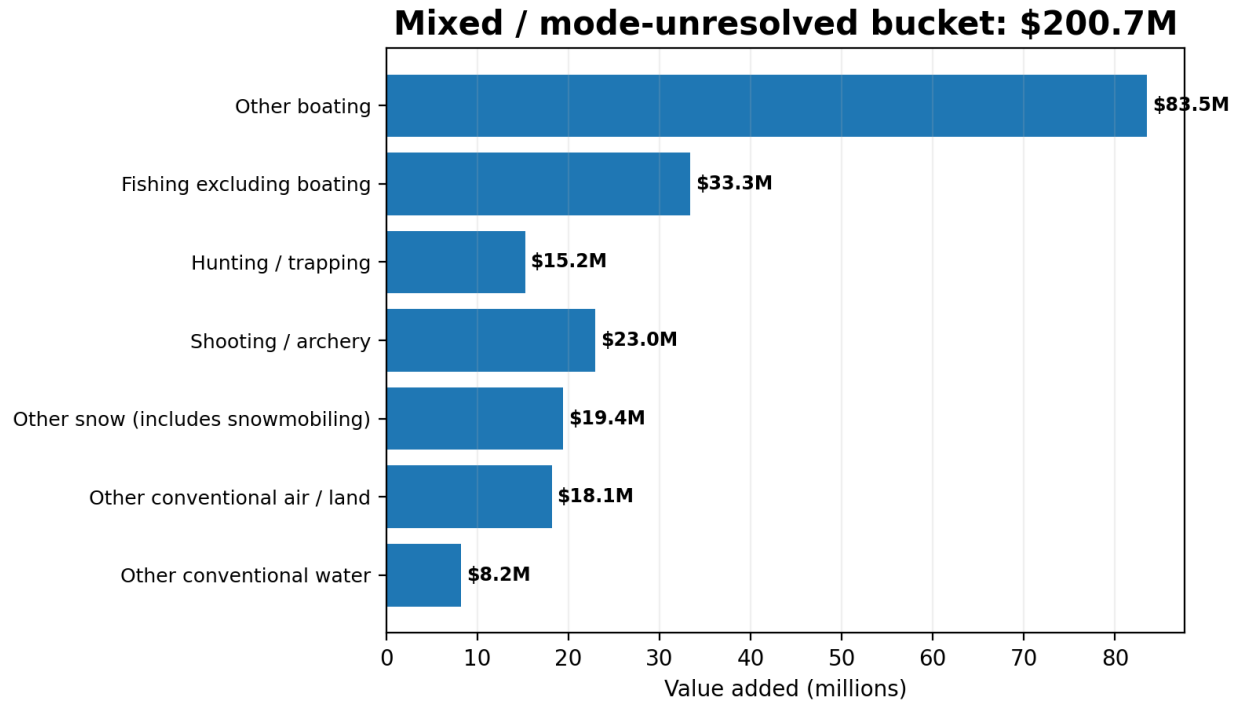


Figure 4. The full conventional denominator displayed as direct motorized, predominantly non-motorized primary activity, mixed/mode-unresolved, and mode-neutral gear.

3. The mixed / mode-unresolved category is now based on actual 2024 rows

This is the largest improvement over the earlier model. Instead of estimating subcategory sizes from 2017 proportions, the uploaded table gives the actual 2024 Alaska value of each questioned row.

2024 mixed/mode-unresolved row	Value	Why mode remains unresolved
Other boating	$83.494M	BEA does not publish a powered-versus-nonpowered split for this residual boating category.
Fishing excluding boating	$33.336M	The row excludes boating but does not state how anglers access the fishing location by road, ATV, aircraft, snowmachine, or foot.
Hunting / trapping	$15.221M	The activity purpose is hunting/trapping; transportation/access mode is not separately published.
Shooting / archery	$22.958M	The activity is not itself motorized, but transportation/access mode and vehicle-supported trips are not published.
Other snow (includes snowmobiling)	$19.423M	BEA expressly mixes snowmobiling with dog mushing, sleighing, snowshoeing, and snow tubing.
Other conventional air / land	$18.145M	BEA expressly mixes driving for pleasure with numerous nonmotorized land activities.
Other conventional water	$8.166M	BEA expressly mixes tow-supported water sports with snorkeling, SCUBA, paddling, surfing, and rafting.



All values are exact 2024 Alaska BEA rows. The mode split inside these rows is not published.

Figure 5. Exact 2024 Alaska values inside the mixed/mode-unresolved pool.

4. The table’s own footnotes demonstrate mixed motorized and nonmotorized content

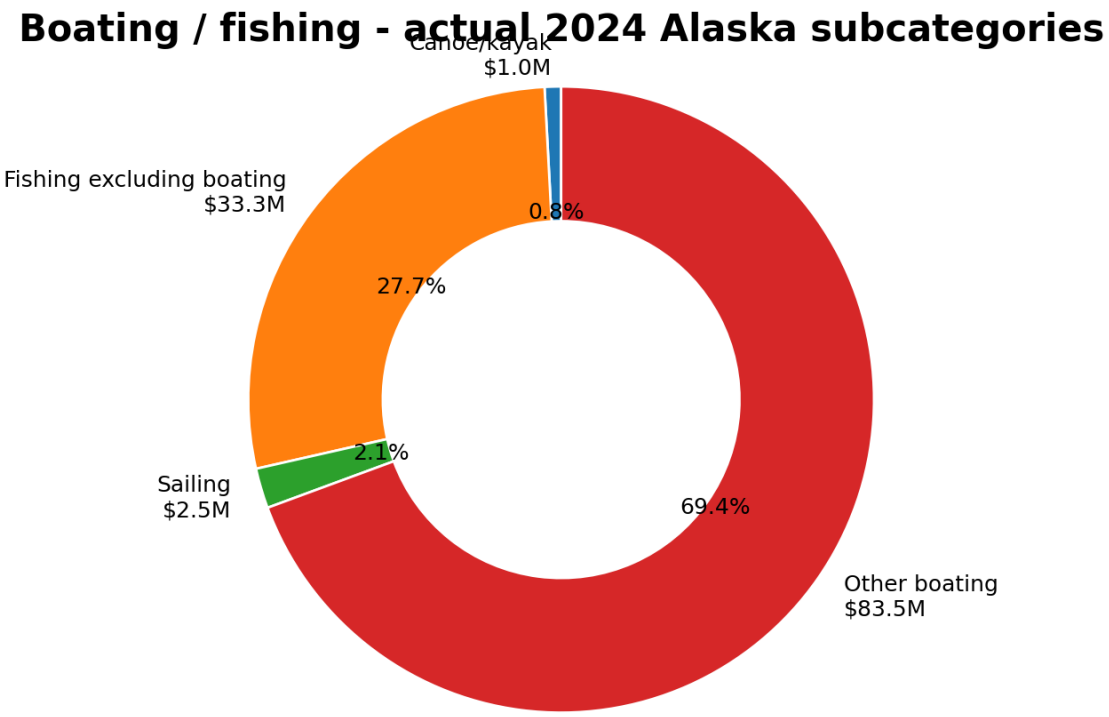
The classification problem is visible in the source itself. The footnotes do not provide a motorized share, but they explicitly place motorized and nonmotorized activities inside the same published buckets.

BEA row	Published footnote content	Motorized implication
Other snow activities	Dog mushing, sleighing, snowmobiling, snowshoeing, snow tubing	Snowmobiling is explicitly present but its dollar share is not separated.
Other conventional air and land	Air sports, driving for pleasure, geocaching/orienteering/rock hounding, skating, races, running/walking/jogging, wildlife watching/birding, etc.	Driving for pleasure is explicitly motorized but mixed with nonmotorized activities.
Other conventional water	Boardsailing/windsurfing, SCUBA, snorkeling, stand-up paddling, surfing, tubing, wakeboarding, water skiing, whitewater rafting	Tow-supported activities can involve powered boats, while others are self-propelled; propulsion/support mode is not segregated.
Multi-use apparel & accessories	Backpacks, coolers, GPS, lighting, racks, clothing, watches, and miscellaneous gear	These goods serve multiple modes, so the $87.164M row is not allocated to either motorized or nonmotorized in the core model.

This is why reading “Motorcycling/ATVing” as the complete motorized community is not supported by the table. The table records an activity category, while motorized means can also be a transportation or operational function used to conduct a different primary activity.

5. Boating and fishing: the strongest current-year example

Boating/fishing totals $120.337M in 2024. The uploaded table provides an unusually useful decomposition: Canoeing/kayaking $1.019M; Fishing excluding boating $33.336M; Sailing $2.488M; and Other boating $83.494M.



BEA publishes a large $83.494M Other boating residual but does not publish a powered-vs-nonpowered split.

Figure 6. Actual 2024 Alaska boating/fishing subcategories.

The residual “Other boating” row alone is $83.494M, or 69.4% of the full boating/fishing category. That does not prove the row is entirely powered boating. It does show that the table does not support treating the category as predominantly nonmotorized simply because canoe/kayak and sailing are separately named.

Fishing excluding boating is also not equivalent to “nonmotorized fishing.” It only means the boating component is excluded from that row. The table does not identify whether anglers reach the fishing location using a car, truck, ATV, aircraft, snowmachine, or other motorized means.

6. Hunting, trapping, snow, air/land, and water activities

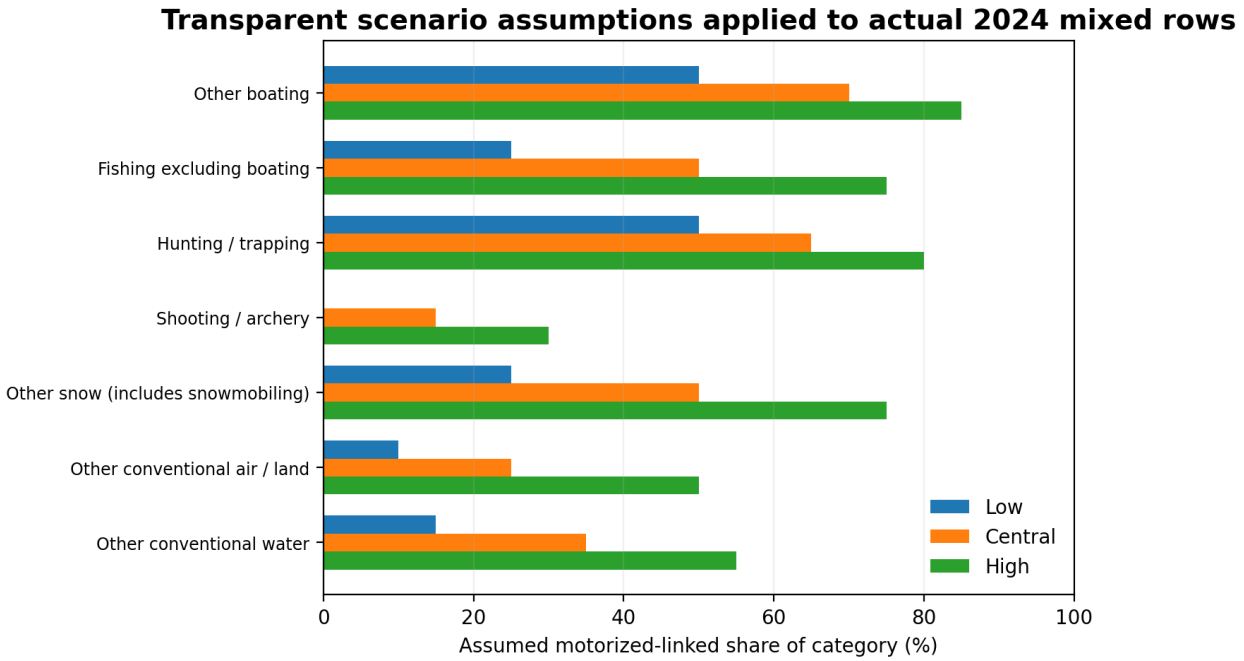
Area	2024 Alaska value	What the table establishes	What remains unresolved
Hunting/trapping	$15.221M	Separate from shooting/archery.	Transportation/access mode for hunting and trapping.
Shooting/archery	$22.958M	Separately identified primary activity.	Vehicle access and supporting travel are not segregated.
Other snow	$19.423M	Explicitly includes snowmobiling.	Snowmobile share versus dog mushing/sleighing/snowshoeing/tubing.
Other air/land	$18.145M	Explicitly includes driving for pleasure.	Dollar share of driving versus the nonmotorized activities in the same row.
Other water	$8.166M	Includes snorkeling, SCUBA, paddling, surfing, tubing, wakeboarding, water skiing, rafting.	Powered boat/tow support versus nonmotorized/self-propelled activity.

The correct conclusion is not that every dollar in these rows is motorized. The correct conclusion is that the published state table does not contain the variables needed to segregate motorized means from the underlying recreation purpose.

7. Updated scenario model using actual 2024 Alaska subcategory values

Because the table still does not publish a mode split inside the questioned rows, a precise motorized total cannot be observed directly. The model below therefore keeps the uncertainty visible and applies explicit low, central, and high assumptions to the actual 2024 Alaska values.

Mixed row	Low	Central	High	Reason for range
Other boating	50%	70%	85%	Residual after canoe/kayak and sailing are separately reported; powered share still unpublished.
Fishing excluding boating	25%	50%	75%	Access mode is unknown; modeled as partial utilitarian motorized exposure.
Hunting / trapping	50%	65%	80%	Activity is distinct from transportation means; substantial vehicle access is plausible but not measured by BEA.
Shooting / archery	0%	15%	30%	Kept low because the activity itself is nonmotorized; only access/support is considered.
Other snow (includes snowmobiling)	25%	50%	75%	Snowmobiling is explicit, but the row also contains nonmotorized activities.
Other conventional air / land	10%	25%	50%	Driving for pleasure is explicit but is one of many activities.
Other conventional water	15%	35%	55%	Tow-supported and nonmotorized water uses are mixed.

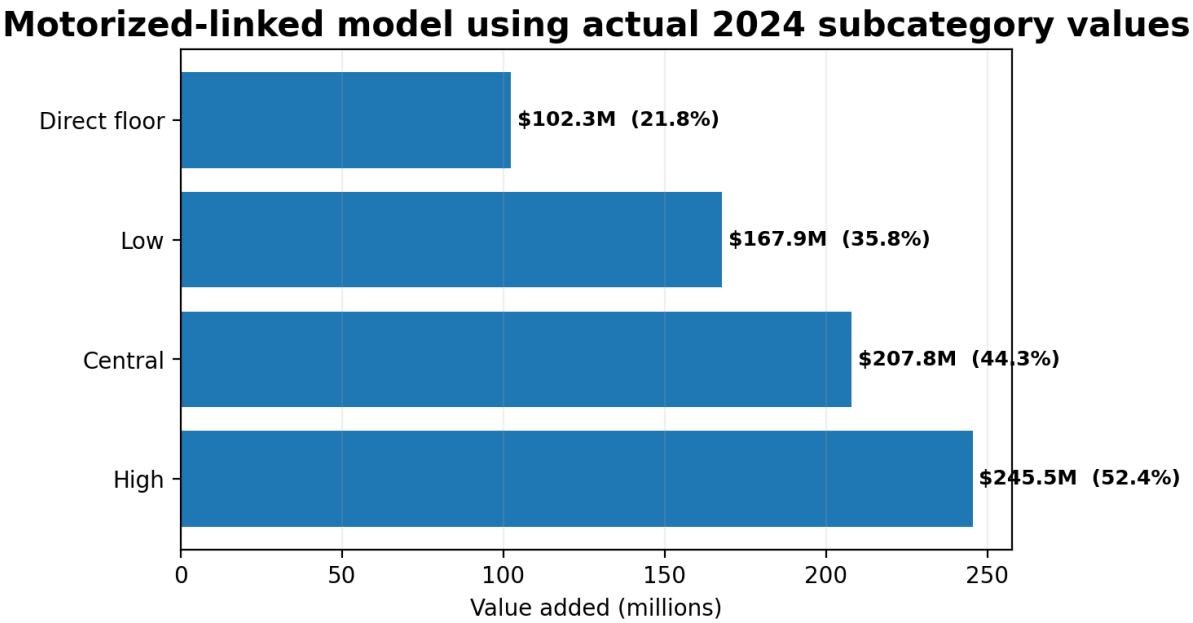


These percentages are analytical assumptions, not BEA observations. They are shown so the model can be audited or replaced.

Figure 7. Every modeled percentage is shown explicitly. These percentages are analytical sensitivity assumptions. They are not government findings, measured participation shares, probabilities, statistical confidence intervals, or BEA-derived motorized percentages..

8. Updated results and final numbers

Measure	Value added	Share of conventional	Interpretation
ATV/motorcycling row only	$14.6M	3.1%	Too narrow to represent all motorized means.
Assessment-defined direct/ primarily motorized grouping	$102.3M	21.8%	Exact BEA rows: ATV/motorcycling + recreational flying + RVing.
Direct grouping + designated mixed/ mode-unresolved pool	$303.0M	64.6%	Not an estimate of motorized share; shows the combined value of the assessment-defined direct grouping and the designated mixed/mode-unresolved rows.
Low scenario	$167.9M	35.8%	Conservative assignment of mixed rows.
Central scenario	$207.8M	44.3%	Illustrative central scenario under the disclosed assumptions..
High scenario	$245.5M	52.4%	Upper analytical scenario; still excludes mode-neutral gear and outside-model pools.



Central model: $207.8M, or 44.3% of conventional value added. High scenario reaches 52.4%.

Figure 8. Updated dollar and percentage results.

The central scenario assigns $105.6M of the $200.7M mixed bucket to motorized-linked value. That is 52.6% of the mixed bucket. The remaining $95.2M stays unresolved or outside the central motorized estimate.

9. What the central model says about the mixed bucket

The updated central scenario is useful because it separates two different ideas: (1) the published mixed/mode-unresolved pool, and (2) the share of that pool that the analytical model treats as motorized-linked.

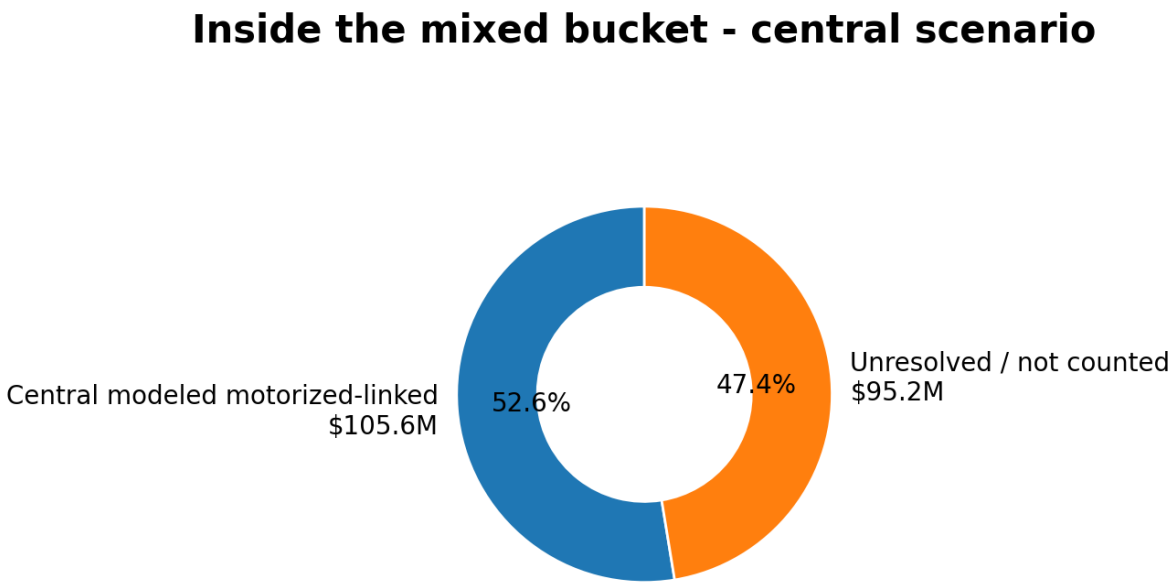


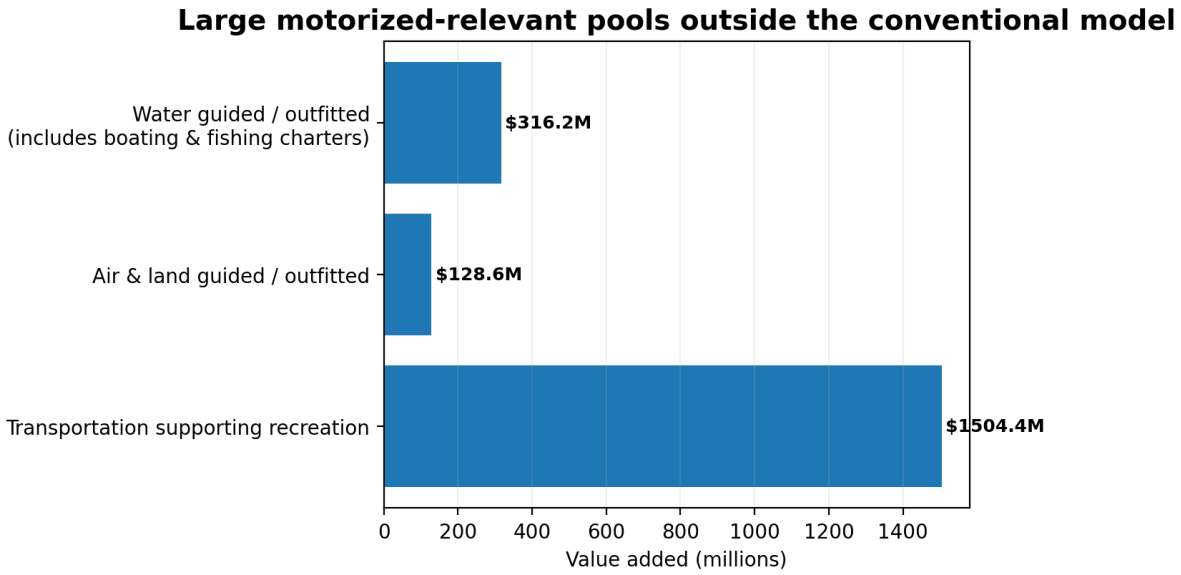
Figure 9. In the central scenario, slightly more than half of the actual 2024 mixed bucket is modeled as motorized-linked.

The result does not mean BEA measured 52.6% of these activities as motorized. It means that under the disclosed central assumptions, motorized means account for a modeled majority of the mixed bucket. Because all assumptions are listed, reviewers can test a different set of percentages without changing the underlying BEA values.

10. Large motorized-relevant economic pools outside the conventional model

The uploaded table reports $444.765M in guided tours/outfitted travel, including $316.153M in water guided tours/outfitted travel that explicitly includes boating and fishing charters, and $128.612M in air and land guided tours/outfitted travel.

It also reports $2,730.046M in supporting outdoor recreation, including $1,504.426M in transportation, $287.867M in local trips, and $2,165.125M in travel and tourism.



These values are not added to the conventional motorized model; no mode-specific allocation is published.

Figure 10. These large economic pools are relevant to the broader motorized-means inquiry but are deliberately not allocated to motorized users or added to the conventional motorized scenario.

The report does not allocate these dollars to motorized users because the table does not publish a mode-specific split and because adding supporting activity to activity-side estimates can create double-counting risk. Their importance is instead shown as an unresolved systemwide economic exposure.

11. Implications for utilitarian motorized means and public-land analysis

For this report, “recreational motorized use” means operating the machine is itself the primary activity. “Utilitarian motorized means” means the machine functions as access, transportation, hauling, retrieval, safety, or operational support for another primary activity such as hunting, trapping, or fishing.

That analytical distinction is not a BEA classification and is not synonymous with subsistence eligibility. It is a functional distinction used to explain why activity-based economic statistics cannot answer every transportation-mode question.

The 2024 state table is statewide and cannot determine the proportion of these activities occurring specifically on BLM lands. A BLM-specific conclusion would require outing-level or permit/visitor data that record land jurisdiction, primary activity, transportation mode, and the function of that transportation mode.

12. Claims the data support - and claims they do not support

Supported statement	Status
This assessment groups approximately $102.3M of BEA-published conventional activity rows as direct or primarily motorized.	Supported by BEA 2024 rows.
$200.7M of conventional value sits in categories where mode is mixed or unresolved under this analytical classification.	Supported by exact 2024 subrows plus the published footnotes.
Under the disclosed central assumptions, motorized-linked conventional value is about $207.8M (44.3%).	Supported as an analytical scenario, not as a BEA finding.
Motorized means are present in categories beyond Motorcycling/ATVing.	Supported by explicit footnotes such as snowmobiling and driving for pleasure, and by boating/guided classifications.
BEA measured exactly 44.3% of Alaska recreation as motorized.	Not supported. The 44.3% result is modeled.
The modeled statewide percentage equals motorized use on BLM lands.	Not supported. Land jurisdiction is not in the state table.
The entire $2.730B supporting economy should be added to the motorized total.	Not supported; mode allocation and double-counting issues remain.

13. Final conclusion

The most important numerical improvement in this revision is that the motorized analysis is now anchored directly to the actual 2024 Alaska SAOACTVA subcategory values. The model no longer needs historical Alaska proportions to estimate the size of Other boating, Hunting/trapping, Other snow, or Other conventional categories.

The complete conventional economy is $468.825M. Of that total, this assessment groups $102.289M (21.8%) as direct or primarily motorized; $78.631M (16.8%) as predominantly nonmotorized primary activity; $200.743M (42.8%) as mixed or mode-unresolved; and $87.164M (18.6%) as multi-use gear that remains mode-neutral. These groupings are analytical classifications applied to published BEA activity rows.

Using transparent low/central/high assumptions applied to the actual mixed rows produces a motorized-linked range of approximately **35.8% to 52.4%** of conventional value added, with a central estimate of **$207.8M (44.3%)**. Within the mixed

The supported analytical conclusion is therefore not that BEA "proved" a particular motorized percentage. It is that the published 2024 Alaska table does not segregate transportation/access function well enough to support treating every non-ATV activity row as nonmotorized. The actual current-year subrows and footnotes show substantial unresolved overlap.

Appendix A. Exact 2024 Alaska values used in the analysis

Line / activity	2024 value added (millions)
Total outdoor recreation	$3,780.503
Total core outdoor recreation	$1,050.457
Conventional outdoor recreation	$468.825
Bicycling	$6.477
Boating/fishing	$120.337
Canoeing/kayaking	$1.019
Fishing (excludes boating)	$33.336
Sailing	$2.488
Other boating	$83.494
Climbing/hiking/tent camping	$46.022
Equestrian	$8.794
Hunting/shooting/trapping	$38.179
Hunting/trapping	$15.221
Shooting (includes archery)	$22.958
Motorcycling/ATVing	$14.617
Recreational flying	$8.603
RVing	$79.069
Snow activities	$33.253
Skiing/snowboarding	$13.831
Other snow activities (includes snowmobiling)	$19.423
Other conventional outdoor recreation	$26.310
Other conventional air and land	$18.145
Other conventional water	$8.166
Multi-use apparel/accessories (conventional)	$87.164
Other outdoor recreation	$581.632
Guided tours/outfitted travel	$444.765
Air and land guided tours/outfitted	$128.612
Water guided tours/outfitted	$316.153
Supporting outdoor recreation	$2,730.046
Transportation	$1,504.426

Appendix B1. BEA 2024 Alaska SAOACTVA source table – page 1

SAOACTVA Outdoor recreation activities - value added 1

(thousands of dollars)

State or DC

GeoFIPS	GeoName	LineCode	Description	2024
02000	Alaska	1	Total Outdoor recreation activities	3,780,503
02000	Alaska	2	Total core Outdoor recreation activities	1,050,457
02000	Alaska	3	Conventional Outdoor recreation activities	468,825
02000	Alaska	4	Bicycling	6,477
02000	Alaska	5	Boating / fishing	120,337
02000	Alaska	6	Canoeing / kayaking	1,019
02000	Alaska	7	Fishing (excludes boating)	33,336
02000	Alaska	8	Sailing	2,488
02000	Alaska	9	Other boating	83,494
02000	Alaska	10	Climbing / hiking / tent camping	46,022
02000	Alaska	11	Equestrian	8,794
02000	Alaska	12	Hunting / shooting / trapping	38,179
02000	Alaska	13	Hunting / trapping	15,221
02000	Alaska	14	Shooting (includes archery)	22,958
02000	Alaska	15	Motorcycling / ATVing	14,617
02000	Alaska	16	Recreational flying	8,603
02000	Alaska	17	RVing	79,069
02000	Alaska	18	Snow activities	33,253
02000	Alaska	19	Skiing / Snowboarding	13,831
02000	Alaska	20	Other snow activities (includes snowmobiling) 2	19,423
02000	Alaska	21	Other conventional Outdoor recreation activities	26,310
02000	Alaska	22	Other conventional air and land activities 3	18,145
02000	Alaska	23	Other conventional water activities 4	8,166
02000	Alaska	24	Multi-use apparel and accessories (conventional) 5	87,164
02000	Alaska	25	Other Outdoor recreation	581,632
02000	Alaska	26	Amusement parks / water parks	22,837
02000	Alaska	27	Festivals / sporting events / concerts	9,053
02000	Alaska	28	Field sports	10,972
02000	Alaska	29	Game areas (includes golfing and tennis)	20,817

1 of 3

Rendered from the U.S. Bureau of Economic Analysis, SAOACTVA Outdoor recreation activities – value added, Alaska, 2024. This appendix preserves the source table and footnotes used for the numerical analysis

Appendix B2. BEA 2024 Alaska SAOACTVA source table – page 2

02000 Alaska	30	Guided tours / outfitted travel	444,765
02000 Alaska	31	Air and land guided tours / outfitted travel	128,612
02000 Alaska	32	Water guided tours / outfitted travel (includes boating and fishing charters)	316,153
02000 Alaska	33	Productive activities (includes gardening)	17,392
02000 Alaska	34	Other Outdoor recreation activities 6	48,054
02000 Alaska	35	Multi-use apparel and accessories (other) 5	7,742
02000 Alaska	36	Supporting Outdoor recreation	2,730,046
02000 Alaska	37	Construction	44,916
02000 Alaska	38	Local trips 7	287,867
02000 Alaska	39	Travel and tourism 8	2,165,125
02000 Alaska	40	Food and beverages	165,784
02000 Alaska	41	Lodging	375,449
02000 Alaska	42	Shopping and souvenirs	119,465
02000 Alaska	43	Transportation	1,504,426
02000 Alaska	44	Government expenditures	232,138
02000 Alaska	45	Federal government	160,440
02000 Alaska	46	State and local government	71,699

Rendered from the U.S. Bureau of Economic Analysis, SAOACTVA Outdoor recreation activities – value added, Alaska, 2024. This appendix preserves the source table and footnotes used for the numerical analysis.

Appendix B3. BEA 2024 Alaska SAOACTVA source table – page 3

Legend/Footnotes

1. State outdoor recreation statistics isolate the economic activity associated with outdoor recreation spending and production in a state's economy. The state-level statistics are an extension of the national industry outdoor recreation statistics. The concepts, definitions, and methodology used to produce state-level statistics are consistent with the national industry concepts, definitions, and methodology.
2. Consists of dog mushing, sleighing, snowmobiling, snowshoeing, and snow tubing.
3. Consists of air sports, driving for pleasure, geocaching/orienteering/rock hounding, ice skating, inline skating, land/sand sailing, races, running/walking/jogging, skateboarding, and wildlife watching/birding.
4. Consists of boardsailing/windsurfing, SCUBA diving, snorkeling, stand-up paddling, surfing, tubing, wakeboarding, water skiing, and whitewater rafting.
5. Consists of backpacks, bug spray, coolers, general outdoor clothing, GPS equipment, hydration equipment, lighting, sports racks, sunscreen, watches, and other miscellaneous gear and equipment.
6. Consists of agritourism, augmented reality games, beachgoing, disc golf, hot springs soaking, kite flying, model airplane/rocket/UAV, paintball, photography, stargazing/astronomy, swimming, therapeutic programs, water polo, and yard sports.
7. Trip expenses less than 50 miles away from home, including food and beverages, lodging, shopping and souvenirs, and transportation.
8. Travel and tourism expenses in outdoor recreation are consistent with Travel and Tourism, which includes only expenses for travel at least 50 miles away from home.

Note. Estimates may not add to totals due to rounding. All dollar estimates are in thousands of current dollars (not adjusted for inflation). Statistics presented in thousands of dollars do not indicate more precision than statistics presented in millions of dollars.
Last updated: March 5, 2026-- new statistics for 2024; revised statistics for 2020-2023.

Rendered from the U.S. Bureau of Economic Analysis, SAOACTVA Outdoor recreation activities – value added, Alaska, 2024. This appendix preserves the source table and footnotes used for the numerical analysis.